

## **THE MOFFETT BOULEVARD/WHISMAN ROAD AREA NEIGHBORHOOD MEETING REPORT**

Responses to Issues Raised at the May 25, 2011  
Council Neighborhood Committee Meeting

Presented below are the City's responses to various issues and concerns raised at the May 25, 2011 Council Neighborhood Committee meeting with the Moffett Boulevard/Whisman Road Area. If you have further questions about any of the following responses, please contact the responsible Department at the phone numbers noted below. General questions can be directed to Linda Lauzze, the City's Administrative and Neighborhood Services Manager, at (650) 903-6379.

### **CITY MANAGERS OFFICE – (650) 903-6301**

*1. What is Shoreline Amphitheatre's status? Is Clear Channel's lease ending?*

Live Nation is the current operator of Shoreline Amphitheatre and their current lease ends December 31, 2020, with various provisions concerning options to extend, as well as options to terminate.

*2. What are the plans for Moffett Field? There have been rumors of a commercial (freight and passenger) air field.*

Moffett Federal Airfield is a limited-use Federal property airfield operated by NASA Ames. It is used by NASA, the military units at Moffett, other Federal and State entities, and NASA's partners by agreement in accordance with the Space Act. In the past, when there were discussions about opening the airfield to air cargo or general aviation operations, Mountain View, Sunnyvale, Representative Anna Eshoo, and the community vigorously opposed such efforts. To the City's knowledge, these uses are not under current consideration, and City staff continues to monitor any information related to airfield usage and assert the City's position against air cargo or general aviation.

*3. What are the Councils' current feelings about the proposal to attract Olympic Games to the Shoreline/Moffett area (assuming the land were available at all)?*

City staff is not aware of any proposals at the local, state or national level related to attracting Olympic Games to the Shoreline/Moffett area. However, this question may be referring to efforts to bring World Expo 2020 (the World's Fair) to Moffett. This latter proposal has been made by former Governor Schwarzenegger, with proponents from the Bay Area Council (BAC). The City does not have a position concerning this proposal, as it has not progressed to a point where potential benefits or impacts can be evaluated. Before a Feasibility Study can be launched by the BAC or other partners, the United States must rejoin the Bureau of International Expositions and submit a Letter of Intent. This has not yet

occurred. The City Council has submitted a letter of support for the U.S. to rejoin the Bureau as a first step.

#### **CITY ATTORNEY'S OFFICE – (650) 903-6303**

1. *Are the vehicles with car servicing services and costs that are located at the Shoreline Boulevard Arco Station (at the corner of Middlefield Road) consistent with Mountain View Codes?*

The vehicle services at this location are a legal non-conforming use. The advertisements attached to the inoperable vehicles are a violation of the City of Mountain View sign regulation. The business owner has been notified and cited multiple times for this violation. Code Enforcement will continue to monitor this business.

2. *I just had raccoons in my attic. The “wild life remover” said he has trapped many raccoons in our neighborhood. Can the City start a program to help educate and rid the neighborhood of raccoons?*

All City of Mountain View residents can contact Santa Clara County Vector Control, free of charge, for services and education regarding urban wildlife within the City of Mountain View. The number is 408-918-4770 and their website is <http://www.sccgov.org/portal/site/vector/>.

3. *The people living in one of the condominiums at the 532 Tyrella Avenue have very loud mufflers, loud stereos and work on their cars parked on the street late into the night, most recently until 12:25 am. They have parked up to ten cars on the street in addition to the two cars parked in their two regularly assigned spaces.*

Abandoned vehicles on the street should be reported to the Abandoned Vehicle Hotline at 650-903-6358. Any out of the ordinary late night activity or nuisance should be reported to the Police Department non-emergency number, 650-903-6395 as it is occurring.

#### **COMMUNITY DEVELOPMENT DEPARTMENT – (650) 903-6306**

1. *How large, tall and where on the quads office property are the proposed new office buildings? Is Google's new residency there contingent in any way on construction of these buildings?*

The Quad Office owners received approval in September of 2011 to construct two new office buildings. New Building 8 will be four stories and approximately 109,927 square feet. It will be located behind the existing Quad buildings on Whisman Road adjacent to the Veritas Campus. New Building 9 will be three stories and about 70,846 square feet and will be located south of the existing Quad buildings on Whisman Road. The property owner was seeking approval of the two new buildings prior to the lease agreement with Google and the new buildings can be constructed no matter the tenant.

2. *What is the proposed size and height of the parking garages near the quads office development? If part of a “transit mall”, how near, far or likely is the project and is it dependent upon construction high speed rail?*

The property owner received approval for two, four-level parking structures at the Quad property. The highest point of the parking structures will be 46 feet high. The approval of the parking structures is not contingent on a transit mall or the construction of high speed rail.

3. *Concerning the Google complex at 369 N. Whisman, when this complex was being built, construction workers were parking regularly in front of my house. How will this be prevented during remodeling? Employees from Mercury parked on residential streets. How will this be prevented? Could there be a Google shuttle down North Whisman or Ellis Street?*

The City is also concerned with construction workers parking on the street. As condition of approval for the new office buildings and parking structures, the City prohibited construction worker parking along Whisman Road or in the residential neighborhood across the street from the site. At this time, we do not know if Google will operate a shuttle for the Quad Campus.

4. *Please comment on any changes at the small shopping area at corner of Whisman and Middlefield Roads. For example, is there anything happening at The Club, which is vacant.*

In August 2010, a Conditional Use Permit for the Yew Chung International preschool was approved for the rear portion of the building. The front portion of the building must remain available for retail tenants to serve the surrounding neighborhood. The property owner is currently trying to lease the retail space.

5. *What can be done to improve Moffett Boulevard? Owners of the abandoned buildings (e.g. the old Cottage Bar at Central Avenue) say they cannot afford to implement the City required improvements and this is preventing them from going ahead with their plans. Can we make them at least tear down the old buildings? They are eye-sores and cause problems.*

The project at 300 Moffett Boulevard includes construction of a 1,500 square foot dental office building. It is uncertain if the project will move forward at this time. The owner does not think they will recover the expenses from constructing a new building from the future operation of their small dental practice.

6. *What is the status of the burrowing owls, since Google is going to build on the owl's old home at Shoreline Boulevard and Charleston Road?*

There are no burrowing owls at the Charleston East site at the corner of Shoreline Boulevard and Charleston Road. Two years ago the City took preventative measures to avert burrowing

owls from returning to the site. The City has a large burrowing owl preserve in the North Bayshore area totaling approximately 132 acres of burrowing owl preserve.

7. *Why do we keep building apartments? Now 535 on El Camino Real and good old Minton's are gone. The traffic is horrendous in this area now.*

There are several apartment projects being studied at this time. Prior to these applications, the Council approved an apartment project at the Minton's site. This was the first apartment building to be built in the City since 2001.

8. *Sears is disappearing. Will there be an equivalent in the San Antonio Shopping Center? Do not build right up on the sidewalk – leave some area for grass, flowers, trees, etc.*

The San Antonio Shopping Center project is under construction and tenants have not been determined yet. Most buildings along El Camino Real and San Antonio will have a landscaped setback between the building and the sidewalk.

9. *Councilmember Laura Macias made reference to a "North Whisman Plan". What is the likely scenario for this massive 40 acre development in that area? What is the time frame and scale?*

The City Council approved the South Whisman Precise Plan in March 2009 to create a new residential neighborhood on 38-acres of land near Whisman Station. The first step in the development of the area is the preparation of a master plan for which the property owners are in negotiations to prepare. A submittal is expected once the owners reach agreement.

10. *Country School (Linda Vista and Terra Bella)*

- About the "County School" at Linda Vista and Terra Bella, it was permitted for a set number of students and teachers per number of students. It seems this school grew since then and also moved into a second building. The neighborhood was not informed about this addition of students. I am aware that these kids use the park at Middlefield Road and San Vernon. After school the students leave the school in groups and are unsupervised. Teachers use to follow the kids out of the area, now I have not seen this.*
- I have heard that an alternative/juvenile-hall type school has recently started being used in the area near Middlefield Road and Linda Vista. Is this true? Can you give us more information about this? Thank you!*

The View Side Academy operated by the Santa Clara County Office of Education was previously located at 1110 Terra Bella. In September 2009, the Academy received approval of a Conditional Use Permit (CUP) to move the school next door to the building at 1012 Linda Vista. The CUP allows between 45-60 students, in grades 9 through 12 and ages 15 to 18 years old. The school serves students who are at-risk of dropping out of school, truant, expelled or who need a more personalized education setting. These students participate in a

daily five hour instructional program geared at having them graduate and become life-long learners and productive citizens.

The City is currently processing a new Conditional Use Permit for an adult seminary school at 1012 Linda Vista Avenue. The application indicates there would be a maximum of 30 students, serving post 12<sup>th</sup> grade, and classes scheduled Monday, Thursday and Friday from 9:00 a.m. to 6:00 p.m. The application has been scheduled for the December 14<sup>th</sup> Zoning Administrator public hearing.

*11. What is the building painting code?*

Any commercial or industrial buildings within the City that would like to change their overall paint scheme are required to get a Development Review Permit from the Planning Division prior to the painting of the building(s). Most multi-family residential development would also require City approval of paint changes; however the paint colors in most single-family neighborhoods are not restricted by City codes. In some single-family neighborhoods, the private CC&R's for the development may have paint color requirements.

*12. Could you tell us about plans for twin 10-story towers at or near Middlefield Road?*

The developer conceptually proposed two 10-story buildings, but has revised the plans for three shorter buildings. The total area of the buildings being considered is 680,000 sq. ft. Public hearings are anticipated in spring/summer 2012.

*13. At Slater School, there is parking of cars under the basketball poles after school and on weekends, so you cannot play basketball. There are also dogs off leash on the field the majority of time and no enforcement of leash laws. Are dog training classes on the field legal or not?*

The City is working with the Google daycare center to eliminate the parking of cars under the basketball poles after school and on the weekends. The only place that dogs are allowed to run and play off-leash is the Dog Park located on Shoreline Boulevard and North Road. Off-leash dog training is allowed by permit only in certain areas of Rengstorff, Cuesta, and Whisman parks. However, this is for formal dog training only, not free play.

**COMMUNITY SERVICES DEPARTMENT – (650) 903-6331**

*1. Concerning the street median at Middlefield Road and Linda Vista, please quit planting any more trees. It is very difficult to see when making a left turn from Middlefield Road to Linda Vista. Cars speed down Middlefield towards Shoreline, so it is very dangerous.*

Thank you for bringing your concern to our attention. Staff will evaluate the left turn onto Linda Vista with the Traffic Engineer. If there are any line-of-site issues found they will be resolved.

2. *We now have 32 or 33 neighborhood and City parks. Is that not enough? I thought this country was broke.*

Parks add to the overall quality of life in the community by offering a place for play and exercise as well as a place for quiet reflection. The City of Mountain View is fortunate to have 17 mini-parks (two undeveloped), 18 neighborhood parks (13 of which are at school sites), 2 community parks and Shoreline regional park. While the City is proud of its parks and open space system it is currently not achieving its stated goal of 3 acres per 1,000 residents.

The 2008 Parks and Open Space Plan (Plan) is a Council approved policy document which analyzes the current parks and open space needs within the community. The Plan currently indicates that overall the City is at 2.61 acres per 1,000 residents (not including Shoreline Park). The Plan also measures open space per planning area to make sure that open space resources are evenly distributed throughout the community and that residents have a park within a walking distance of a half-mile. The Plan identifies and makes specific recommendations for acquisition of land in areas where additional open space is needed and is instrumental in helping the City move closer to the goal of 3 acres per 1,000 residents.

### **FIRE DEPARTMENT – (650) 903-6365**

1. *Briefly describe the City's earthquake recovery plan*

Although earthquakes are obviously a major concern, Mountain View also faces many other hazards such as fires, floods, severe weather, terrorist attacks and public health emergencies like pandemic flu.

Mountain View's Emergency Operations Plan (EOP) serves as the "playbook" for a comprehensive, risk based, and all-hazard approach involving all phases of emergency management.

Preparation involves establishing authorities and responsibilities for emergency actions and obtaining the resources to support them. Programs such as Community Emergency Response Teams (CERT) help citizens to be better prepared and also able to assist with response activities in their neighborhood in the event of a large scale emergency or disaster. City employees receive training and participate in exercises to ensure they understand their roles and responsibilities.

Response includes notifying emergency management personnel of the crisis, warning and evacuating or sheltering the population if possible, keeping the population informed, rescuing individuals and providing medical treatment, maintaining the rule of law, assessing damage, addressing mitigation issues that arise from response activities, and even requesting help from outside the jurisdiction. The city is in the process of upgrading the Emergency Operations Center to provide enhanced response capabilities.

Mitigation is actions that involve lasting, often permanent, reduction of exposure to, probability of, or potential loss from hazard events. Mountain View has just completed a Local Hazard Mitigation Plan, which outlines mechanisms for increasing our community's resiliency to natural hazard events with the goal of developing a disaster-resistant City.

Goals for this plan include:

- Reducing the potential loss of life, property damage, and environmental degradation from natural disasters, while
- Speeding economic recovery from disasters.

The plan can be reviewed online at [www.mountainview.gov/fire](http://www.mountainview.gov/fire)

Recovery is the effort to restore infrastructure and the social and economic life of a community to normal. Recovery from a major disaster can take months, even years; it is a complex process that can include special legislation, financial entanglements, and massive construction programs. The EOP identifies the following objectives for recovery:

- Reinstatement of individual autonomy;
- Restoration of family unity;
- Provision of essential public services;
- Permanent restoration of private and public property;
- Restoration of public services;
- Restoration of normal government operations; and
- Research to uncover residual hazards, advance knowledge of disasters and improve future emergency operations.

The City of Mountain View is committed to pursuing programs, plans, policies and procedures to ensure that all facets of emergency management are addressed in order to prepare for, respond to, mitigate against and recover from large scale emergencies and disasters.

2. *Consider increasing the frequency of the Community Emergency Training/Outreach Program beyond twice a year*

Community Emergency Response Team (CERT) classes have been offered more than twice a year for many years. During 2011 two CERT classes, one in January and one in April have been completed and two more, one in August and one in October are scheduled.

**PUBLIC WORKS DEPARTMENT – (650) 903-6311**

1. *What is the latest on the High-Speed LA to SF train regarding street changes at Central Expressway? Also, what is the possibility of a 5,000 car garage on Moffett Boulevard near Central Expressway? I fear this will destroy the Jackson Street neighborhood.*

Late last year, the California High-Speed Rail Authority (CHSRA) announced that it would be focusing its efforts on starting construction of the high-speed rail system in California's Central Valley, between the communities of Madera and Corcoran. Consequently, work on preparing the environmental impact report and other documents relating to the San Francisco

to San Jose section of the rail project, which includes Mountain View, has been postponed. Despite the delay, City staff and elected officials have met with high-speed rail project representatives to continue to comment on the project, including requesting a more thorough vetting of alternatives as part of the environmental review process, and a final plan that preserves and enhances the character of our community.

At a September 2010 Study Session, the majority of the Mountain View City Council stated their objection to a proposed high-speed rail station in Mountain View citing significant concerns about: the impact such a station would have on traffic, parking and changing the character of downtown; the proposed size of the station (67,000 square feet, two stories); the potential impacts to Evelyn Avenue and/or Central Expressway; and the need to accommodate 3,000 new parking spaces in the downtown area to support the station. The City Council will make a formal decision on the station as part of the upcoming environmental review and comment process.

2. *There are sections of the Stevens Creek Trail with loud exposure to the highway. Can a wall be built or trees be planted to mitigate the noise?*

The Valley Transportation Authority (VTA) will be conducting a noise study as part of its environmental review process for its Highway 85 express lanes project and the area west of Highway 85 between El Camino and Sleeper Avenue will be included as part of the study. There are no other locations along the Stevens Creek Trail or elsewhere in Mountain View that meet the eligibility criteria established by the Federal Highway Administration (FHWA) for a sound wall. The results of the VTA noise study are scheduled to be available in 2013. If the El Camino/Sleeper Avenue area meets noise abatement criteria, a sound wall will be proposed as part of the express lanes project. However, no funding source (Federal or State) to pay for the sound wall has been identified at this time.

3. *Can anything be done to relieve parking pressure in the Willowgate area? We have a lot of overflow parking from the train station, employee and patron parking for businesses on Santa Rosa. I often cannot get out of my driveway easily and people even move trash cans on trash day 20 or 30 feet to create a parking space. Often you cannot park in front of your own house and cars even park across driveway.*

Several streets in the Willowgate area currently have five-hour parking restrictions between 9AM and 6PM except Sundays and public holidays. These restrictions were implemented with the concurrence of the residents/property owners to address the parking demand in the area. If you would like to establish parking restrictions on your street, it can be changed with two-thirds support from the residents /property owners.

Parking issues are usually addressed in a similar manner to the City's Neighborhood Traffic Management Program (NTMP) established to help residents work with City staff to provide traffic relief on local residential streets. To initiate the process, please submit a petition signed by the residents/property owners on your street to Sayed Fakhry in the Public Works Department specifying your concern and asking that we address the problem on your street.

After receiving your petition, Staff will schedule a neighborhood meeting of residents/property owners who are on the street or abut the street. The residents/property owners at the meeting decide which parking restriction(s) will be presented to the neighborhood in the form of a postcard survey. Ordinarily, if two-thirds of the responding residents/property owners support the measure, it will be recommended to the Council Transportation Committee and/or the City Council for their approval. Staff and residents are usually able to resolve most neighborhood parking and/or traffic issues within four months.

If you have questions about preparing or submitting a petition, please email Senior Traffic Engineer Sayed Fakhry at [sayed.fakhry@mountainview.gov](mailto:sayed.fakhry@mountainview.gov) or City Traffic Engineer Mike Vroman at [mike.vroman@mountainview.gov](mailto:mike.vroman@mountainview.gov) or call 650-903-6311.

If a vehicle is parked across your driveway, you can call the Police Department's non-emergency line at (650) 903-6395 or leave a detailed message on the Police Department's Traffic Hotline at (650) 903-6146 and enforcement will be provided as resources are available.

4. *Can something be done about two public safety issues? First, the street intersection at Piazza Drive and Evandale Avenue is currently a two-way stop and needs to be four-way stop. Then at the Hamwood Terrace and Evandale Avenue intersection, currently parked cars create blind spot and the curb needs to be painted red farther to prevent parked cars from blocking view of intersection. There is the potential for accidents for pedestrians and cars.*

The intersection at Piazza Drive and Evandale Avenue is a "T" intersection with a stop sign on Piazza Drive, the minor street. The resident who submitted the request was not concerned about this intersection, but intended to request a four-way stop at the intersection of Evandale Avenue and Tyrella Avenue. A four-way stop study for the intersection of Evandale Avenue and Tyrella Avenue will be completed this fall after school begins. If the guidelines for installation are met, a four-way stop will be installed.

Staff will check Evandale Avenue at Hammond Terrace to determine if red curb should be painted to improve visibility. Since parking in this neighborhood is in great demand, additional red curb could result in residents parking in front of their neighbor's home or on side streets in front of other homes. If red curb is painted, it should be completed within four to six weeks, weather permitting. With or without additional red curb, motorists should stop, yield to any pedestrians or bicyclists and then slowly move forward into the roadway to see if any vehicles are approaching before pulling out.

5. *Can anything be done to slow traffic in the Willowgate area, especially on streets leading out to Central Avenue where streets are narrow and cars often go fast to get out to Central Avenue or Moffett Boulevard. Could there be speed bumps or speed limits?*

Speed humps are one of several traffic calming measures in the City's Neighborhood Traffic Management Program (NTMP). This Program was established to help residents work with

City staff to address traffic issues, including speeding, on local residential streets (visit [www.mountainview.gov](http://www.mountainview.gov) for more information; the link to the NTMP is <http://www.mountainview.gov/civica/filebank/blobdload.asp?BlobID=8822>). To initiate the NTMP process, submit a petition to Sayed Fakhry, Senior Traffic Engineer, in the Public Works Department specifying your concern and asking that the NTMP review the issues on your street(s).

Please contact Sayed Fakhry or Mike Vroman, City Traffic Engineer, at (650) 903-6311 to further discuss the NTMP process and to discuss traffic issues in this area.

The existing speed limit on the local residential streets in the Willowgate area, including Central Avenue, is 25 miles per hour. If vehicles are speeding, you can also leave a detailed message on the Police Department's Traffic Hotline at (650) 903-6146 and enforcement will be provided as resources are available.

6. *I have asked at least three of these meetings (6 years +) about cleaning up the area between Highway 85 and Easy Street. Easy Street is a street plus an on-ramp, so no agency seems to take responsibility for it. It is very overgrown and needs to be cleaned up. Please.*

The area of concern is on State property. Maintenance by Caltrans has been sporadic at best. Staff will work with Caltrans to make sure the area is cleaned up and maintained.

7. *What are the chances that we could have non-fluoridated water in Mountain View? I understand that fluoride is not good for grown-ups as previously thought. It is good for children but they can get it from toothpaste and fluoride treatments at dentist.*

The City of Mountain View began supplying fluoridated water in 2001. Per current State law, the City is required to continue fluoridating to levels specified by the California Department of Public Health (CDPH) and does not have the option to discontinue fluoridation.

The City provides water from three sources: the San Francisco Public Utilities Commission's (SFPUC) Hetch-Hetchy system, the Santa Clara Valley Water District (SCVWD), and City wells. The SFPUC supplies fluoridated water, and the City fluoridates water from the SCVWD and City wells. Water supplied to Mountain View customers contains approximately 1 part per million of fluoride, which is within the range prescribed by the CDPH.

8. *There are regular can collectors that go through recycle bins on trash day. We also have seen people digging for private papers (financial/confidential) in recycle bins. What can be done?*

Here are some tips to help with this problem:

- Report scavenging to Police each time it occurs by calling the Mountain View Police Department non-emergency dispatcher at (650) 903-6395. Please try to note the date and

time of the occurrence, a description of the person, and the method of collection (bag, shopping cart, or vehicle with make/model and license number if easily available). If the scavenging occurs on a regular basis, please let the dispatcher know. A police officer will try and be present at that time to warn or cite the scavenger. Do not approach the scavenger on your own. Please keep reporting scavenging each time it occurs so that the Police can establish a track record of areas that might need special enforcement.

- Put bottles and cans with California redemption value at the bottom of the cart underneath other recyclables.
- Set out your containers the morning before trash collection (no later than 7AM) rather than the night before.
- If you prefer to set out your container the night before, keep bottles and cans with redemption value separate and place in the cart the next morning before collection.
- Please do not give permission to fundraisers to remove recyclables or garbage from any container.
- Don't place confidential papers in your recycling cart. The City provides three free confidential paper shredding events each year. These events are held at the SMaRT Station in Sunnyvale, 301 Carl Road. The next event is scheduled for Saturday, December 3, 2011 from 8AM to noon. Visit [www.mvrecycle.org](http://www.mvrecycle.org) or call the solid waste staff at (650) 903-6311 for more information.

9. *Concerning Cuesta Annex: Los Altos pulled out of the series of "overflow reservoirs" a few months ago. What is the status of the (ditch) project on Cuesta Annex? Is there a specific time frame for implementing destruction of the area? Why is this project even necessary?*

After the Los Alto School District denied the Santa Clara Valley Water District (SCVWD) the use of the Blach School field for a storm detention facility, the SCVWD is proposing a revised project that still includes Rancho San Antonio, McKelvey Park and Cuesta Annex.

The SCVWD has prepared a Subsequent Environmental Impact Report (SEIR) for the revised project and will accept public comments until the August 1, 2011 deadline. After the SCVWD certifies the SEIR, their latest project schedule shown at a public scoping meeting conducted on July 13, 2011, has construction to begin 2012.

The project is part of the SCVWD Clean, Safe Creeks and natural Flood Protection Program that countywide voters approved in November 2000. This project will provide flood protection from the 100-year flood to more than 2000 parcels in Mountain View.

10. *How do we get speed bumps on Emily Drive between Evandale Avenue and Walker Drive.*

As noted in the response to #5 above, the City has a Neighborhood Traffic Management Program (NTMP) to address speeding concerns on local residential streets. To initiate the

NTMP process, submit a petition to Sayed Fakhry, Senior Traffic Engineer in the Public Works Department, specifying your concern and requesting implementation of the Program.

- 11. There are several areas in our neighborhoods that need to be cleaned-up, including weeds at entrance of Stevens Creek trail at Moffett Boulevard, Moffett Boulevard, and the entrance to Leong Drive.*

Staff will evaluate the areas mentioned and schedule maintenance as required. Our goal is to service every median area in the City of Mountain View every four to six months depending on the type of plant material in the median.

- 12. Where are the tsunami inundation areas? Where are flooding areas if there is a large earthquake? What are the sandbag collection areas for (off Whisman)?*

Here are some links that might be of interest:

The following link is from the California Office of Emergency Services. It allows you to put in your address and then gives you information on what types of emergencies you may be affected by. If you scroll to the Shoreline Park Area of the map after checking out your property, you'll see the small pink area that may be affected by a tsunami.

<http://myhazards.calema.ca.gov/>

For FEMA Flood Hazard information including information on the National Flood Insurance Policy program check out this link.

<http://www.floodsmart.gov/floodsmart/>

Sandbags are located at the City's Municipal Operations Center at 231 N. Whisman Road and at Moffett and Leong, near Highway 101 and 85. Sandbags are generally available after November 1. These are provided during the rainy season so residents can make sandbags for use during localized flooding events. For more information, call Public Services at (650) 903-6329.

- 13. What are the plans for the site purchased by the City on Moffett Boulevard between Highway 101 and Stevens Creek?*

The City of Mountain View purchased the 6.69-acre former Vector Control property from Santa Clara County in 2009 as a site for future development, and is now in discussions with Caltrans regarding the acquisition of an adjacent 3-acre parcel to assemble the two properties together for a larger development. If the discussions are successful and the City and Caltrans agree on a price for the property, the transaction will need to be approved by both the Mountain View City Council and the California Transportation Commission. Caltrans staff estimates the purchase process will take approximately 18 months to complete (late 2012).

In the interim, City staff is proceeding with environmental site investigations and regulatory clearances for both properties to prepare them for development. As part of the current

General Plan update process, the properties will be designated for high-intensity mixed-use purposes. The City will also be undertaking economic and financial analyses to determine what future uses would create the greatest financial and economic return for the City.

**GENERAL COMMENTS.**

*Thanks for sending out the postcards and placing placards in the street intersection.*